

SOUTH JERSEY REGIONAL AIRPORT (VAY)

AIRPORT INFORMATION

NPIAS* ROLE:	LOCAL
NPIAS SERVICE LEVEL:	RELIEVER
RUNWAY 8/26:	3,881' X 50'
TOTAL GA OPERATIONS:	23,563
TOTAL BASED AIRCRAFT:	93
ENPLANEMENTS:	0

*NPIAS: National Plan of Integrated Airport Systems

LOCATION INFORMATION

68 STACY HAINES ROAD
MOUNT HOLLY, NJ 08048
609-267-3131
BURLINGTON COUNTY
ELEVATION: 52.8' MSL
ACREAGE: 642
39-56-34.4N / 74-50-44.7W

South Jersey Regional Airport (VAY) is a non-towered general aviation airport that was purchased by the New Jersey Department of Transportation in 2004 and is operated by Flight 114, LLC. This facility is included in the NPIAS and is categorized as a general aviation reliever airport. The airport, formerly known as Burlington County Airpark, was originally purchased in 1988 by a private entity for continued public use and renamed South Jersey Regional Airport. The airport has undergone numerous improvements which resulted in capacity improvements including hangars and aprons. VAY now serve based and transient corporate, business and general aviation aircraft. Aviation services and facilities provided at the airport include fueling, hangar and tie-down rentals, hangar leasing and sales, major aircraft restoration and maintenance, a flight club and school and a passenger terminal and lounge. Also located on the airport are a restaurant with catering capabilities and the Air Victory Museum, which houses military airplanes and aviation artifacts. The facility is home to the Civil Air Patrol Air Victory Museum Composite Squadron.

ECONOMIC IMPACT ANALYSIS

GA INPUT INFORMATION

Total GA Operations:
23,563

Percent Itinerant:
32%

Itinerant GA Operations:
7,540

Estimated True Transient Arrivals:
1,245

Estimated GA Visitors:
4,480

Estimated Length of Stay:
1.5 days per visitor

Total Annual Number of Days Stayed:
6,720

Annual GA Visitor Expenditures:
\$956,900

GENERAL AVIATION (GA) IMPACTS

EMPLOYMENT

ON-AIRPORT TENANT EMPLOYMENT
Direct: 44
Secondary: 64
Total: 108

VISITORS EMPLOYMENT
Direct: 11
Secondary: 5
Total: 16

TOTAL EMPLOYMENT
Direct: 55
Secondary: 69
Total: 124

PAYROLL

ON-AIRPORT TENANT PAYROLL
Direct: \$4,606,000
Secondary: \$3,854,000
Total: \$8,460,000

VISITORS PAYROLL
Direct: \$367,300
Secondary: \$266,100
Total: \$633,400

TOTAL PAYROLL
Direct: \$4,973,300
Secondary: \$4,120,100
Total: \$9,093,400

OUTPUT

ON-AIRPORT TENANT OUTPUT
Direct: \$15,974,800
Secondary: \$12,083,300
Total: \$28,058,100

VISITORS OUTPUT
Direct: \$956,900
Secondary: \$729,800
Total: \$1,686,700

TOTAL OUTPUT
Direct: \$16,931,700
Secondary: \$12,813,100
Total: \$29,744,800

2003 GA Total Output:
\$9,845,000

DEFINITIONS

ITINERANT OPERATIONS: Operations that are departing for, or arriving from, flight from areas outside a 20-mile radius of the airport

TRUE TRANSIENT: Aircraft that have departed from an airport at least 150 miles away

ENPLANEMENT: A revenue passenger boarding (mainly commercial air service)

ON AIRPORT: Activities that occur directly on airport property – businesses, employees, payroll

OFF AIRPORT/VISITOR: Activities that occur due to visitors conducting business off airport property – activities at hotels, restaurants, recreation, etc.

DIRECT IMPACTS result from an initial change in the economy – construction costs, operating revenues, jobs.

INDIRECT IMPACTS result when suppliers to companies initiate the direct impacts to purchase goods and services.

INDUCED IMPACTS result from employees purchasing goods and services for their households from the wages they earn.

SECONDARY IMPACTS are the sum of indirect and induced impacts.

TOTAL IMPACTS are the sum of direct and secondary impacts.

Note: 2003 impacts were developed using different modeling software.